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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

~~CONFIDENTIAL~~

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 12 June 1950

SUBJECT Ship Repair at Wismar
25X1A6a

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SUPPLEMENT TO
REPORT NO.

SOURCE

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Comment: The 15 documents mentioned throughout
the following report and described at the end of the report
were forwarded to the Navy

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The following Soviet vessels were lying in the repair yard
in Wismar or were expected there:1. Training Sailskip Tovarishch.a. The completion of the ship was scheduled for ¹⁵February
1950.

b. The ship is still lacking:

A second set of sails

1 radio-combine plant for the radio installation. (A)

2. Freight Steamer Lyuban.

a. The steamer is in the yard for general overhauling.

b. The completion of the work has been scheduled for
20 February 1950.c. The steamer will be towed to Rostock by the two tugs
which will bring the SS Ilya Repin from Rostock to Wismar.
After her arrival in Rostock, the SS Lyuban will go into
dry dock. (B)3. Passenger Steamer Ilya Repin.a. The steamer is now in a drydock in Rostock, undergoing
underwater repairs.

She is expected to arrive at Wismar in late January 1950.

b. The SS Ilya Repin will be towed to Wismar by the
steamers Baydak and Bruslav.This document is hereby regraded to
CONFIDENTIAL in accordance with the
letter of 10 October 1978 from the
Director of Central Intelligence to the
Archivist of the United States.
Next Review Date: 2008CLASSIFICATION ~~SECRET~~/CONTROL - U.S. OFFICIALS ONLY

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now
The SS Baydek is/in Rostock, discharging grain.

The SS Bruslav is expected to arrive at Rostock from Stettin.

c. The Ilya Repin will make a trial run on the degaussing track before proceeding to Wismar.

d. The name of the present master of the Ilya Repin is Konstantinov.

4. Passenger steamer Primorye (see documents 1 to 4).

a. The former Saloon, originally built for Turkey.

b. The hull of the ship is completed but she is not fitted. (C)

5. Factory and mother ship Medvyeshi (see documents 5 to 7).

a. The former Appia.

b. The entire ship's complement now consists of a temporary master and an engineer (mechanic).

6. Passenger steamer Pobeda (see documents 8 to 12).

a. According to the statements by the Engineering Office of the Soviet Ministry of Fishing, Berlin, this ship will probably proceed under her own power from the Black Sea to Wismar. (D) A compass has not yet been installed aboard ship.

b. The steamer cannot be expected to arrive at Wismar before early June 1950.

7. Former German salvage vessel Violanta.

a. The ship was built in Budapest in 1943.

b. Source participated in an inspection of the vessel and saw that:

(1) The whole vessel was run-down. This was the first time that a vessel in such a state of disrepair had been in the yard.

(2) A Soviet lieutenant is in temporary command of the vessel.

c. Repair work on the ship has been started.

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8. Soviet tanker Derbent.

Repair work on this tanker has been started.

9. Ocean-going tug Bshigit.

a. The tug is expected to arrive at the yard by early February 1950. Major repairs will be made.

b. The tug towed the tanker Lenkora from Wismar to Rostock in November 1949. Work on the inside of the tanker had not yet been completed.

10. Shipment of former German radio stations (see document 14).

a. Forty complete Fu G 10 radio transmitter-receivers, packed in chests, are lying in the yard awaiting shipment.

b. Each chest contains:

- (1) Antenna tuning gear
- (2) Remote control gear
- (3) Short-wave transmitter
- (4) Long-wave transmitter
- (5) Short-wave receiver
- (6) Long-wave receiver
- (7) Connection plug
- (8) Two sets of drawings.

c. In addition to the 40 chests one chest containing radio tubes is ready for shipment. (E)

11. **Personality notes:**

a. The new deputy of the Soviet Control Commission in Germany, Mikhael Petrovich Fleishmann, arrived at the yard on 2 January 1950.

b. Fleishmann was said to have come direct to Germany from the Soviet Union.

c. **Colleagues said that Fleishmann's behavior, as well as his remarks about the management of the yard, are unsympathetic.**

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- were
12. The ships under construction in the yard/inspected by the following persons on 7 January 1950:
- a. Col Cheprasov, head of the Soviet Reparations Section in Schwerin.
 - b. Ivanov (civilian), representative of the Industrial Section of the Soviet Control Commission in Schwerin.
 - c. Maj Gubanov, head of the Industrial Section of the Soviet Control Commission in Wismar.
 - d. The civilian Panazinko frequently visits the yard. Panazinko belongs to the Industrial Section of the Soviet Control Commission in Wismar. He is said to belong to the Intelligence (Information) Section.
13. Staff of the Inspectorate of the Sea-Register of the Soviet Union in Germany.
- a. Headquarters at 5 Ulmenstrasse, Wismar.
 - b. It has the following personnel:
- | | |
|-------------------------|-----------|
| Chief: | Visotski |
| Engineering: | Orlov |
| Shipbuilding: | Groszmann |
| Electrical engineering: | Fyodorov. |

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Comment:

- (A) The sailship Tovarishch was formerly the training ship Gorch Fock of the German Navy. The vessel, sunk in Stralsund, was raised by the Soviets after the war. It may be assumed that the vessel will be commissioned by the Soviet Navy as a training sailship.
- (B) This is the former Finnish steamer Antares, built in 1933. The ship trades in the Baltic and has not been reported since March 1949.
- (C) Primorye was built in the Neptun-yard in Rostock and was intended for Turkey. The ship must not be mistaken for the Soviet merchant steamer Primorye, which was built in the Howaldt yard in Kiel in 1903.
- (D) Robeda, formerly the Iberia, belongs to the Black Sea Section of the Sovtorgflot. According to 1948 reports by returnees, the ship was gutted by fire while in the Black Sea.

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No information is available on the following vessels:

Baydak

Medvyeshi

Derbent

Bruslav

Violenta

Lenkoren

Dshigit

(E) In addition to the radio equipment stored in the yard, 800 radio gears, ultrahigh-frequency type 6 2, naval sets, which are the same as the German Fu Ge VII, were seized during the period from November 1948 to mid-July 1949 for forwarding to the Soviet Union. These sets were manufactured by the Gema firm in Berlin. Extent of completion of shipment of this equipment is not known.

1 Annex: Envelope containing the following Soviet documents:

1. Copy of longitudinal section of the ship Irimorye, 1:100, Drawing Number (Drg No) 1000/6
2. Copy: Lower deck and holds Irimorye, 1:100, Drg No 100/4
3. Copies I & II: Tween deck Irimorye, 1:100, Drg No 100/3
4. Copy: Upperdeck and boat deck Irimorye, 1:100, Drg No 1000/5
5. Copy of letter from shipyard to Engineering Office of Soviet Ministry of Fisheries, c/o Mr Smirnov, 89 Treskowallee, Berlin-Karlshorst, re factory and mother ship Medvyeshi.
6. Copy: General arrangement plant of Medvyeshi, 1:100, Drg No 1000/1
7. Copy: Tween and working deck Medvyeshi, various scales, Drg No 1000/2
8. Copy: Sheer plan of the SS Iobeda, 1:100, Drg No 1000/19
9. Copy: Deck and double bottom Iobeda 1:100, Drg No 1000/18
10. Copy: Promenade deck, boat deck and bridge deck Iobeda, 1:100, Drg No 1000/22.

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11. Copy: A- and B-deck lobeda, 1:100, Lrg No 1000/24
12. Copy: C- and D-deck lobeda, 1:100, Lrg No 1000/23
13. Copy of letter from administration of the Sea-Register of the SU to the management of the yard concerning the inspection of the ships "Ilya Repin, Lyuban and Medvveshi". Letter of 24 December 1949.
14. Copy of letter from Soviet Control Commission, Reparations Section, re former German radio stations, dated 10 December 1949.
15. Copy of letter from management of yard to the deputy of the Soviet Ministry of Ocean-going Shipping re Reconstruction of Shipyard. Letter undated.

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